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CLASSIFICATION <del>SECRET</del>		SECURITY INFORMATION	REPORT NO. <span style="border: 1px solid black; padding: 2px;">25X1A</span>
COUNTRY	East Germany		
TOPIC	Brandis Airfield		
EVALUATION	see below	PLACE OBTAINED	<span style="border: 1px solid black; padding: 2px;">25X1C</span>
DATE OF CONTENT	3 June to 19 July 1953		
DATE OBTAINED	<span style="border: 1px solid black; padding: 2px;"></span>	DATE PREPARED	13 August 1953
REFERENCES			
PAGES	4	ENCLOSURES (NO. & TYPE)	2 - sketches on ditto
REMARKS			
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1. The following air activity was observed at Brandis airfield between 3 June and 1 July 1953:

3 to 7 June. Some flights were made by Po2s. On 5 June, only Il-10s were observed aloft. The weather was cloudless.

8 June. There was no air activity throughout the day. Flying began in the evening at 7 p.m. After nightfall, Il-10s, with set position lights, were observed aloft.

9 June. Flying was practiced between 9 p.m. and midnight.

10 June. There was no air activity except for the take-off of a Po-2 at about 6 p.m.

17 and 18 June. No flights were conducted.

19 June. Nine Li-2s<sup>N</sup> landed at 2:45 p.m. and other planes landed in the afternoon. A total of about 36 Li-2s were parked at the field in the evening.

20 June. Between 6 a.m. and 2 p.m., ground attack planes practiced flying. The weather was cloudless.

21 and 22 June. There was no air activity by ground attack planes.

23 June. No flights were made throughout the day. Night flying by Il-10s started at about 7 p.m.

25 June. Il-10s were observed aloft between 7 a.m. and 4 p.m., during which time the degree of cloudiness changed.

26 and 27 June. No air activity was conducted. There was a closed ceiling and rain.

28 June. At about 5:30 p.m., twin-engine planes with cargo gliders were observed aloft.

CLASSIFICATION SECRET

SECRET

25X1A

- 2 -

25X1

30 June. At about 8 a.m., 26 Li-2s took off heading west. There were no clouds. At 8:30 a.m., take-offs were made by six twin-engine planes towing cargo gliders. The Li-2s returned to the field at about 11 a.m. Twin-engine planes towing cargo gliders took off at 11:30 a.m.

1 July. After 7 a.m., low level attacks were made. After nightfall, night flying was conducted by IL-10s.

2 July. After 8 a.m., landings were made by Li-2s and twin-engine planes towing cargo gliders. The ground attack planes again practiced night flying after 7 p.m.

3 July. Between 7 a.m. and 3 p.m., IL-10s practiced flying individually and in formations.

4 and 5 July. There was air activity by Li-2s and also by twin-engine planes towing cargo gliders which headed west and returned from the same direction.

6 July. IL-10s flew individually and in formation between 5 p.m. and 2 a.m.

7 July. Twenty-five Li-2s landed at 8:15 a.m. and 9 Li-2s at 3:30 a.m.

8 July. Ground attack planes practiced formation flying during the daytime.

9 July. A Li-2 took off at 4:45 a.m. and a formation of 24 Li-2s took off at 5:55 a.m. Additional take-offs and landings were made by Li-2s during the early morning. Between 10 a.m. and 5 p.m., ground attack planes practiced flying.

10 July. Between 11 a.m. and noon and at about 4 p.m., take-offs and landings were made by ground attack planes.

11 July. Li-2s flying in formations took off after 6 a.m. and landed after 8:35 a.m.

12 July. There was no air activity and the weather was partly cloudy. In the afternoon, 27 twin-engine planes were counted at the field.

13 July. Ground attack planes were observed aloft around noon and again after 6:30 p.m.

14 July. A few IL-10s practiced flying. <sup>1</sup>

2. Source learned from [ ] that several hundred Soviet soldiers had bivouacked in a section of the woods at the field between late June and early July 1953. <sup>2</sup> 25X1

3. Every day between 10 and 19 July, IL-10s made individual and formation flights and practiced diving. On 19 July, 32 IL-10s, 2 Po-2s and 1 Yak-14

SECRET

SECRET

25X1A

- 3 -

were parked at the field. On the morning of 15 July, approximately 35 Li-2s and 6 cargo gliders departed from the field and headed east. 1

4. The cargo gliders which were observed at the field in June and July 1953 were probably of all-wood construction and were painted green. The only marking on them was a red star on the stabilizing surface of the rudder assembly. The fuselage appeared rectangular when viewed from the front. The nose was shaped like a quadrilateral pyramid with convex sides. The rear section of the fuselage was curved upward and the elevator assembly had a vertical rear edge which was fitted higher than the wings. The wings had slight positive dihedral, with each having one wing strut connected to the fuselage. The leading edges of the wings were straight as far as the middle and then slightly curved to the rear. The wing tips were rounded off. The landing gear was fitted approximately in the middle of the wing and under the wing strut, with the wheels at both sides of the fuselage. When compared with the towing plane of Il-12 type, the cargo glider appeared to be slightly smaller with a slightly plumper fuselage and a slightly smaller wing span but about the same length of fuselage. 3 The cargo gliders were trucked to the take-off point and there attached to the towing plane of type Il-12. The towing plane probably had its towing device in an aperture at the rounded-off end of its fuselage. The towing rope was approximately 80 meters in length. [redacted] Their rudder and elevator assemblies were painted yellow. The Il-12s towing the cargo gliders took off individually, backed one time and, then, circled over the field assembling in formations of threes. The individual formations flew one behind each other. The Li-2s as well as the Il-12s towing the cargo gliders always headed west and returned from the same direction. When returning to the field with a westerly wind, the planes flew along the southern edge of the landing field. The cargo glider towed by the leading plane was released about in line with the center of the landing field and the other cargo gliders, successively, followed at intervals of about 100 meters. Subsequently, the released gliders made an about steep banked turn before landing south of the runway at intervals of about 50 meters. They came to a stop near the center of the landing field and were then trucked away. Although no loading operations were observed, source inferred from the careful handling of the cargo gliders at the take-off and during the subsequent flight that they were probably loaded with cargo at the field. They apparently returned empty, as the landings were made light and smooth. Source could not observe whether the Li-2s or Il-12s were loaded. 4 The Li-2s and Il-12s with cargo gliders which had together arrived at the field were parked in the same dispersal area and were observed flying together. Source could not determine whether they were assigned to one unit or whether they formed one unit only during their assignment at Brandis airfield.

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5. The ground attack planes practiced flying independent of the transport unit. Their status of formation flying had apparently improved. Source determined that the Il-10s made steeper dives than previously and that they repeatedly leveled off just above the ground.
6. Field Comment. Brandis airfield is occupied by a ground attack regiment which is equipped with Il-10s and some Po-2s. Between 19 June and 15 July 1953, a transport unit with about 35 Li-2s and some Il-12s, with one cargo glider each, was also stationed at the field. This unit probably came from outside East Germany, it held air transport and air landing exercises during the period under review. The planes landed at Erfurt-Bindersleben airfield.

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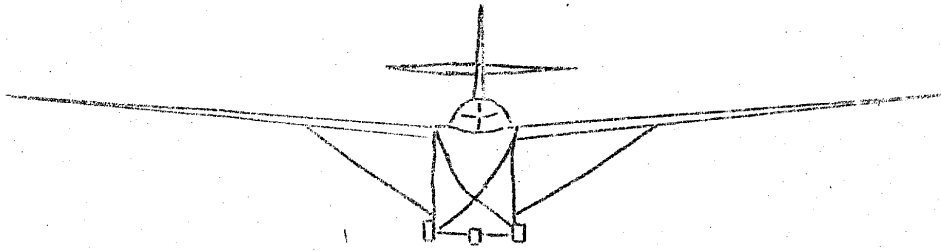
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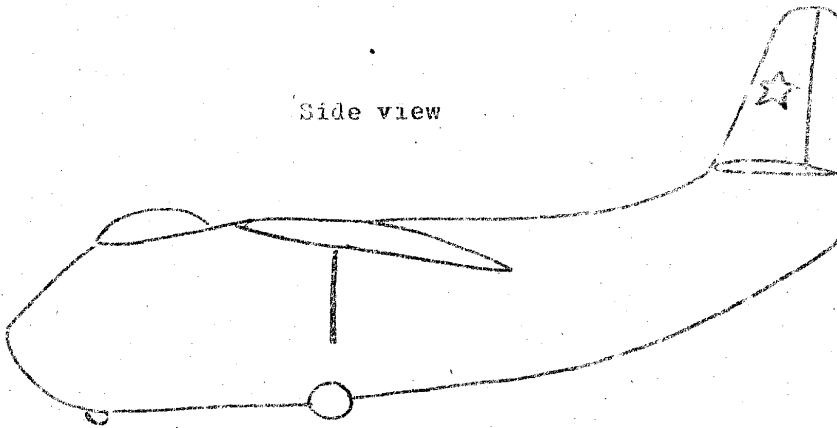
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Cargo Glider Observed at Brandis Airfield

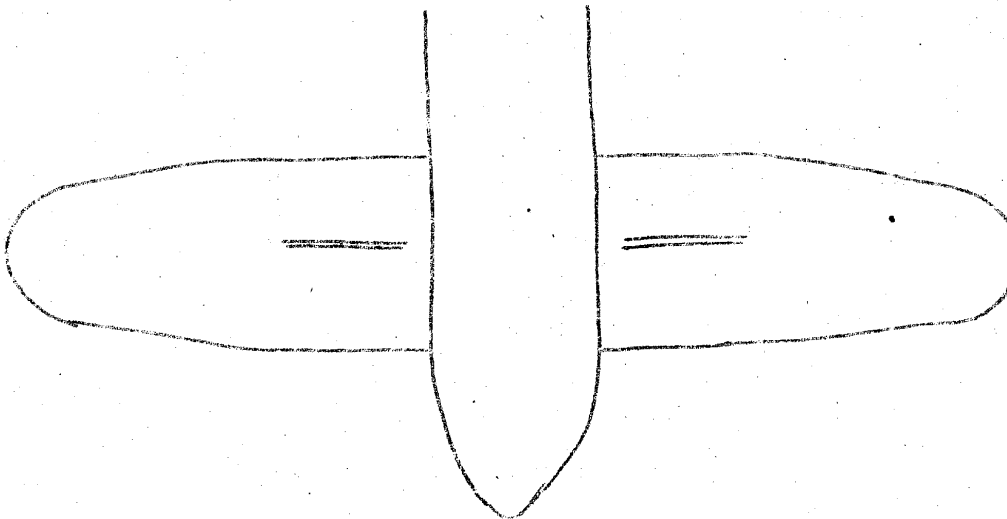
Front view



Side view



Seen from below



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Annex 2

25X1A

Marking Observed on Li-2 Plane at Brandis Airfield

